

TELEGRAMS.

"DAILY PRESS" SERVICE.

FULL DETAILS OF ADMIRAL SEYMOUR AND TIENSIN.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 1st July, 5.30 p.m.

THE RELIEF OF TIENSIN—HONG-KONG CONTINGENT IN FIRST.

The telegraph lines to Chefoo are working badly and there is much delay. The British naval brigade under Commander C. G. F. M. Cradock, of H.M.S. *Auracry* with the Welsh Fusiliers, 600 altogether 150 Americans under Major Waller, and 30 Italians entered Tientsin first, the Russians and Germans following.

ADMIRAL SEYMOUR JUST FAILS TO REACH PEKING—CASUALTIES.

Admiral Seymour reached a point within 25 miles from Peking and then retired from an enormous force of Chinese troops. He had 37 British killed and 92 wounded. Captain Beyts of the *Centurion* was killed. Captain Jellicoe received dangerous wounds and Lieutenant Powell of the *Aurora* a severe chest-wound.

"TERRIBLE" TWELVE-POUNDER IN ACTION.

Tientsin is safe and has suffered little damage. The *Terrible's* twelve-pounder on her original carriage promptly silenced the remaining gun at the Arsenal. The Chinese then retired. Admiral Seymour captured fifty Maxim's, some Krupps, and immense stores of ammunition.

THE WRECKED RAILWAY LINES.

The Tientsin-Peking railway is quite destroyed, while the Taku-Tientsin line has been destroyed for nine miles. The sleepers have been carried away for fuel.

RIVER OPERATIONS.

The allies have burnt the villages between Taku and Tientsin to destroy the cover. The banks of the Peiho River from Tientsin to Taku are lined with dead Chinese. The *Barfleur* has suffered the heaviest casualties among British ships. A Chinese fort on the Peiho, twelve miles from Taku, has been exploded by the *Fame*, Commander Keyes. WEIHAIWEI MEN WORK WELL.

INDIAN CAVALRY WANTED.

The Chinese Regiment under Col. Bower is very keen and is doing good work. Experts agree that Indian cavalry, not infantry, is mostly required.

JAPANESE AND RUSSIAN POLICY.

The Japanese troops are remaining at Taku, not going to the front. The Russian movements are uncertain.

PORT NEWS.

Nanking is nervous. The *Aurora* is there. Chefoo is also in a state of anxiety. At Shanghai all is quiet. The *Pique* has arrived at Woosung and is going to Hankow.

MINISTERS AT PEKING—A NEW EMPEROR.

It is believed that the Foreign Ministers refused to leave Peking. Probably Prince Tsun is now the actual Emperor.

HOW THE BOXERS' PLANS WERE UPSET.

The Boxers claim eight million adherents, including the Chinese armies, by the end of September, when it was intended that the fighting should take place. But the Peking affair precipitated matters. Happily the Viceroys Chang Chin-tung and Liu Kung-yi remain staunch.

SITUATION AT THE CAPITAL—MAN MINISTER AGAIN.

News has arrived that the German Minister left Yunnan for Peking. The Viceroys Legations had not yet arrived.

THE CRISIS IN CHINA.

London, 30th June, 7.30 p.m.

ADMIRAL SEYMOUR REPORTS GREAT CAPTURES.

Admiral Seymour wires a graphic narrative of his journey. He found immense stores of guns, arms, and ammunition in the Armoury above Tientsin.

TIENSIN ARSENAL TAKEN.

Col. Dorward reports the capture of the Arsenal at Tientsin.

OFFICIAL NEWS FROM ADMIRAL BRUCE.

By the courtesy of H.E. the Governor we are enabled to publish the following telegram which we received on Saturday night from Rear Admiral Bruce:

"The Tientsin Arsenal has been destroyed. Vice Admiral Alexieff, Governor General and Commander-in-Chief, arrived here to-day to take supreme command of all the Russian forces."

ALL QUIET AT NEWCHWANG.

We are indebted to Messrs. Lauts, Wege & Co., for the following telegram:

Newchwang, June 29th, 1.30 p.m. Business is progressing favourably here. There is no excitement in the native city.

THE WAR.

LONDON, 29th June, 9.5 p.m.

THE SOUTH AFRICAN HOSPITAL ARRANGEMENTS.

Mr. Burdett-Coutts's allegations as to the South African hospital arrangements, in his letter to the *Times*, have created a sensation. Mr. George Wyndham in the House of Commons showed that the deficiencies were not due to stinted supplies but to insuperable difficulties of transport.

THE COMMANDER-IN-CHIEF ON THE QUESTION.

Lord Roberts telegraphs that any defects in the hospital service were accidental and should not be taken as typical.

LONDON, 30th June, 7.30 p.m.

LORD METHUEN CAPTURES LIVESTOCK.

Lord Roberts reports a minor engagement on the Orange River. Lord Methuen has captured 8,000 sheep and 500 cattle.

REUTER'S SERVICE.

LONDON, 28th June.

THE CHINA CRISIS.

Reuter's Agency learns that a despatch from Sir Robert Hart dated Peking, 19th inst., states that the legations had been ordered to quit 24 hours.

The Indian contingent for China totals about 17,000 men.

THE WAR IN SOUTH AFRICA.

The *Times* correspondent at Lourenco Marques says that the Boers are encroaching on a considerable force beyond Middelburg.

THE ASHANTI REBELLION.

A letter from Sir F. F. Hodgson, Kumasi, saying that the garrison could hold out until the 20th inst., only reached Major Williamson at Bakwai on the night of the 21st. Continuous firing was heard on that night.

LONDON, 29th June.

THE WAR IN SOUTH AFRICA.

The *Daily Telegraph* correspondent at Pretoria, under date 28th inst., says that since Sunday Generals French and Hamilton have been endeavoring to surround the enemy's position, fifteen miles to the eastward, but after three days' fighting the enemy decamped on Tuesday night to the eastward along the railway. The British casualties were under 100. It is hoped that General Buller will be able to intercept the enemy's retreat.

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THE CRISIS IN CHINA.

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香港 PRICE \$2 PER MONTH

Arrivals, Departures, and other News. In
intelligence will be found on pages 6 and 7.

INSURANCE

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is one of the largest and best known of the
British Life Offices.
£ Millions Sterling

New Advertisements will be found on page 4.

A HIGH CLASS WINE.

CHAMPAGNE

BOLL & Co.

PRICE

PER CASE 1 Doz. QUARTS..... \$40
PER CASE 2 Doz. PINTS..... \$42

IMPORTED ONLY BY

A. S. WATSON & CO.,
LIMITED,

WINE MERCHANTS.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

VAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s SELECTION.

Sole Agents for it.

LANE, CRAWFORD & CO.
Hongkong.41] JOHN WALKER & SONS
FAMOUS KILMARNOCK WHISKY.This World-renowned
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO. and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central
Hongkong, 26th July, 1897.CUTLER, PALMER
& CO.'S

PRICE \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

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EMPORIUMTHE place for cycling, conducts meetings
in a first class Machine, and the latest in
establishment is always leading in this respect.
We are Agents for the famous NEW
HOWE and MONOPOLY CYCLES,
and we also supply fitting of every description.
Brakes can be had in second hand machines.
Kerosene exerted with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.

43 44 Queen's Road East,
Hongkong, 1st November, 1897.HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS

7.20 a.m. to 10.30 a.m. Every quarter of an hour
8.20 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.30 a.m. Every quarter of an hour
11.20 a.m. to 1 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.30 p.m. Every ten minutes
Night cars at 8.30 p.m. and 9 p.m. and from
9.30 p.m. until 11.15 p.m. every half hour.

SUNDAY

Extra Night cars at 11.30 and 11.45 p.m.

STANDEAR

8.15 a.m. to 10.15 a.m. Every half hour
10.20 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.30 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1897.

4303]

HOTEL

VICTORIA HOTEL

SHAMEEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
especially built 3 Story wing added to it, now
affords special accommodation for 40 to 50
Visitors.The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Travellers.

Excellent CUISINE and best Wine.

The Hotel's Best boards all Sciences on
their several and distinct.

The Victoria "Victoria Castle."

A large hall for dancing.

A large ballroom.

A large ball

than carried away to prevent his bleeding to death. Between 4 and 5 o'clock a fierce general bombardment took place. The Northern forts were now in a critical position as they were also threatened with the fire from the North-West fort, which had already been captured, whilst the marines landed from the *Algerine* were storming from the river side. Suddenly the Southern fort was destroyed by a Russian missile bomb striking the magazine. The French gunboat then directed a terrible quick-garphy on the next Southern fort with excellent result. At 6 o'clock the British successfully stormed the Northern fort with great courage, sustaining only a light loss. At the same time the Southern forts were stormed. The *Iltis*, followed by the *Algerine*, the Russian and French gunboats, steamed opposite the forts firing from the mouth of the river. A most fortunate shot struck the powder magazine of the second fort, which exploded with a tremendous shock, throwing half the fort into ruins. After this, firing ceased for about 10 minutes. Then the forts recommended and fought desperately to save the ones which remained. But in vain. The guns of the Northern forts now manned by Europeans directed their fire on the Southern forts and the Chinese fled precipitately westwards wherever they could. At 7 o'clock all the forts were taken and the German Marine hoisted their flag on the South forts. The Chinese had defended themselves well, but the forts were much stronger than had been expected. They had not been trained to fire at such short range, otherwise far greater damage would have been done. All firing ceased at about 7.20 a.m., as the Chinese soldiers had fled and it was not deemed necessary to pursue them. The English torpedo-boat *Whiting* captured four Chinese torpedo-boats in front of the Arsenal. The crews of those had fled and they had not even got up steam. At 7.30 all was quiet and the sun shone on this terrible picture of death and desolation. It was Sunday morning. The flags of the allied Powers floated proudly over the various forts. The killed and wounded were now attended to and all the boats had their flags half mast. On the ships about 30 were killed and 60 to 70 wounded. The French lost two killed, the German eight, the English none (but four wounded during the storming of the fort) and the remaining casualties were on the three Russian boats. I do not know what losses the storming party sustained, but I hear that the Japanese lost their leader and ten men. The bodies of hundreds of dead Chinese were cremated on the following day. The devastation of the forts showed but too y accurately the firing of the Europeans.

THE "WHITING'S" ACCOUNT.

The *Whiting* arrived at Nagasaki on the 22nd ult., with her No. 4 boiler considerably damaged by a shell, which landed inside the boiler, after passing through a coal bunker, making a hole in the vessel about 4 ft. by 1 ft. Fortunately the shell was not fused, for had it been, a serious loss of life must have occurred. The following account of the *Taku* bombardment was given to the *Nagasaki Times*:

On Friday, the 15th inst., during the night, the *Whiting* crossed the bar and anchored abreast of the forts, after having passed over and even touched one of the submerged mines, which afterwards exploded and sent several Chinese junks to the bottom.

The ships inside the bar were those:—Off the North fort H.M.S. *Algerine*, *Whiting*, and *Fame*, the first named flying Admiral Seymour's flag. In the bend of the river near the dockyard were two Russian gunboats. At Taku were the German gunboat *Iltis*, the French gunboat *Lion*, and one Japanese gunboat. At Taku Government dockyard four Chinese torpedo destroyers lately out from Germany, were lying. On Saturday night at 10 p.m. the *Algerine*, *Whiting*, and *Fame* moved up the river to just below the Russian gunboat. At 1 a.m. the Chinese forts opened fire. One gunboat was struck and enveloped in steam. The *Whiting* and *Fame* proceeded to Taku dockyard, each having in tow a whaler carrying ten men. The *Iltis* and the *Lion* came down the river to support the *Algerine* and the Russian gunboats. Soon after, the *Whiting* and *Fame* captured the four Chinese torpedo-destroyers, whose crews offered but little opposition beyond a few rifle and pistol shots. On being boarded the Chinese crews escaped to the dockyard and subsequently opened a hot fire from the dock on all six destroyers. This was quickly silenced by the destroyers' guns, but not before three Chinese on board the destroyers had been killed.

At 1 a.m. the captured destroyers were taken to Tongku, the *Whiting* and *Fame* afterwards proceeding up river in order to shell the forts and cover the steamer *Tay* bound for Tientsin with provisions for the garrison there. The gunboats in the bend shelled the forts till 6.30, when the latter were carried by assault by the combined forces, the British and Japanese fighting side by side. As the firing from the Chinese forts slackened, the *Algerine* led the gunboats down the river.

Soon after the capture of the destroyers, a 5-inch shell from the forts penetrated the *Whiting's* after coal-bunker, injuring her No. 4 after boiler, and damaging 177 tubes. There was, however, no immediate danger, the pipes simply bending, which certainly speaks well for the English builders. During the shelling, two of the fort magazines were blown up. All the gunboats received more or less serious damage. One Russian was badly knocked about and one was set on fire. The fire was quickly extinguished.

The officers of the *Whiting* speak very highly of their crew, all of whom worked admirably. The men looked on the fighting as rare fun, yet kept cool and steady.

The *Whiting* although severely damaged, was able to steam with her remaining boilers at an average speed of 10 knots an hour.

SHANGHAI AFFAIRS.

On the 23rd ult. Lieutenant West and a party of armed bluejackets from H.M.S. *Undaunted*, took up in a lighter from Woosung a further supply of arms and ammunition for the Shanghai Volunteer Corps. The goods came up in the *Vulture*, and comprised 400 Lee-Metford rifles and 30,000 rounds ammunition.

On the 27th the Japanese gunboat *Takao* and a dispatch-boat arrived from Nagasaki. H.M.S. *Hermione* was reported at Chinkiang on the 25th, while four Chinese cruisers and a torpedo-boat were seen at Kiangyin.

Among other items, the *N. C. Daily News* reports:—The crews of the various British warships in port are giving the authorities ashore valuable aid in preparing for emergencies. One party, under a gunner, is fitting up gun-mountings and another is busy cleaning the new rifles just received. The Jacks seem to enjoy the work and, from what they say, it would seem they will be much disappointed if they do not have what in lower deck parlance is called "a scrap."

The newly-formed company of American Volunteers is now fully equipped with Martini rifles, long bayonets, belts and pouches. Mr. F. E. Haskell holds the rank of Captain in the Company, Mr. P. S. Judd, first Lieutenant, and Mr. W. W. Walker, second Lieutenant. The members are very keen on their duty and are putting in a lot of useful drill.

Judging by the way the Chinese are pouring out of Shanghaia, en route for Canton and Ning-

hai, there would appear to be a big scare amongst them. Many of the departing Chinese were refugees from Shanghai and others are fugitives from the North, who have lately arrived here. Therefore at the departure of the *Peking* was an extraordinary one, the vessel's upper and lower decks being densely packed with Chinese bound, and an immense throng gathered on the banks to see them off. The C.M.S. *Kiang* alone took about 2,000 Chinese for Ningpo. The *Kiangtze* and *Kunming* took hundreds of natives to their homes in the south, and the I.C.S. *Chrysanthemum*, for Hongkong, Canton and Kwatow, left on the 27th with nearly 300 Chinese aboard. The C.N. Co. found the strain on the passenger accommodation so great that they had to put an extra boat, the *Kunyu*, on the run Ningpo on the same day and the two were crowded with a more or less panic-stricken throng of natives, although the force have been doubled and a heavy charge is made for passage. For a houseboat *Shoochow* as much as \$75 is being paid, or rather ten times the ordinary fare. On the other hand, numbers of well-to-do Chinese are coming to Shanghai for refuge.

W. HAWKES.

With Lt.-Col. Bob and the 200 men of the Chinese Regiment, 14 other officers left by the *Orlando* for Takow, Captains Barnes, Hill, Menzies, Antigombe (Adjutant), and Fairfax, and Lieutenants Layard, Bray, and Ollivant, and C. Sergeants Furdon, Dunn, and Whitaker. A Chefoo captain of the *Daily News* says:—The Chinese soldiers are said to be paying themselves efficient, but lack the sterner moral comprised in Tommy. The Celestial soldier at the butts is almost remarkable and proves well—if their weapons are not turned against their teachers. He also reports on the 20th, that Captain Wingate, from Weihsien, has gone through to go to the front and that he heard of a handful of American marines, some eleven, were drafted from Shanghai. Major Bowes brought up Shantung men as recruits for Weihsien.

CANTON.

FROM OUR CORRESPONDENT.

CANTON, 30th June 1890.

THE VICEREAL REPLY TO CANTON.

H. E. the Viceroy Li Hung-Chang says in his reply to the petitions of the Directors of different charitable institutions and the various Committees, in which they urged him to remain in Canton in view of the present difficulties in the North, that as a minister he is bound to protect the dominions of his sovereign under any circumstances whatever, and to act for the good of the people. As they are afraid that the numbers of soldiers in Canton are not enough for its protection, he has doubled the force by sending for the troops of General Wong Kun Fuk, of Son-yung and On-yung, to come back quickly for the protection of the people. In case he should have to leave he will do his best for their welfare. He has given orders to the troops to keep strict watch everywhere, and as to Shanghai he has also doubled the force for its protection, so as to ensure amity and friendship between China and foreign nations. Of late he has been receiving telegrams every day about the fight between the foreign soldiers and the Boxers, which great terrified the capital and the Imperial Palace. Being at so great a distance, he wishes from the depth of his heart that he could fly thither for the deliverance of the Imperial Government; but he can not. His heart, he continues, is burning with so strong a desire that he has no time to eat or sleep. Knowing, as he does, the difficulty of the journey and the stretches of mountains and water between, and aware that by going alone so great a distance he cannot be of help to his country; still when he thinks that his Imperial Majesty is in imminent danger he must perforce proceed with all possible speed, to show even a little spark of loyal feeling. Though a poor old man of the age of 80, he does not mind any trouble or risk if he can stand by his country and face the danger.

PANIC AND PRECAUTIONS IN SHAMEEN.

In consequence of the rumours and placards of the last few days there has been a continuous exodus of Chinese with their families to Hongkong and Macao. A great number of ladies and children from Shamen have left, and the missionaries also. On an occasion like this people are apt to make a very great fuss. It is not likely that the rebels, or whoever they are, will come to Shamen so suddenly. They will have to make preparations; for instance, they will have to call a meeting to decide upon the plan of attack, to make red flags and red sashes as insignia of rebellion, to select a place of rendezvous, to prepare provisions, arms and ammunition, and find a chief to direct the attack; they will have to terrorise the working classes and the market-people, and compel them to "strike," so that they may join them; and then by way of preliminary they will perhaps insult and provoke Europeans and give trouble to the native Christians, &c. However, as H. E. Li-Hung-Chang cannot decide yet whether he will go north until the receipt of a definite answer to his telegram, and as Shamen is quite open and unprotected, it would be well for the authorities amongst other preparations to place a Gatling gun facing the entrance to each of the bridges and have a dozen or two marines or soldiers patrolling night and day on the Bund. The Shamen will be one of the safest places. A corps of volunteers formed from the residents of Shamen does not answer the purpose, for most of them are business men and have to attend to their duties. Shamen can stand out for one day only as regards provisions, we are dependent upon the Chinese for every necessary. Chinese police and soldiers are not trustworthy, and in case of trouble they will run away and be the first to turn their weapons against foreigners. It is a rule with the Chinese officials, which they deem the best policy, that whenever a rumour of rising is abroad, some criminals must be brought from goal and beheaded, to strike terror into the hearts of all officials. On the 26th ult. 68 pirates, robbers and thieves were executed, some by beheading and others by being strangled in the new wooden cages. Amongst them was one who incited the mob on Sunday, the 24th, to attack Shamen.

THE SHELL CASE.

THE ACTING CHINESE JUDGE'S FINDING.

In our issue on Saturday we gave the Chief Justice's finding in the *Shall Case*, and stated that while the Chief Justice found for the defendant, the Acting Chinese Judge found for the plaintiff.

The Acting Chinese Judge said:—The conclusion at which I have arrived in this case is, I regret to say, at variance with the Chief Justice's finding in the *Shall Case*, and stated that while the Chief Justice found for the defendant, the Acting Chinese Judge found for the plaintiff.

By a Convention dated 9th June, 1890, it was agreed between the Governments of Great Britain and China that the limits of British territory should be enlarged under lease. In pursuance of the Convention, a certain portion of Chinese territory which includes the *locus in quo* of the *Shall*, is uninhabited land of the leased territory, and is protected by the Convention from being expropriated or dispossessed of that right.

During the hearing of the case counsel for plaintiff admitted that Chinese laborers had been in the habit of dredging for shells and coral for the purpose of lime-burning, and believing themselves entitled as of right to do, without interference by any one, within the limits of living memory until the granting of the lease of the *locus in quo*.

Under this lease the plaintiff firm sued the defendant for damages for trespass and conversion, to which defendant pleads that he has a right to take coral and shells because he had that right before 1st July, 1890, is uninhabited land of the leased territory, and is protected by the Convention from being expropriated or dispossessed of that right.

When looked at, this admission is nothing more than an admission of a habit; and, as such, may be evidence to help establish a right. But until the habit, either by itself or in company with other evidence, establishes a right, it remains a habit and cannot be styled a right.

Before defendant can successfully set up that he has been expropriated by the granting of the lease of 20th December, 1890, he must prove that he has been dispossessed of a right which he enjoyed under Chinese municipal law before 1st July, 1890. Moreover, he must establish that right by recourse to Chinese municipal law, admitting that the defendant and his brother-fishermen have been in the habit from time immemorial of taking coral and shells without let or hindrance from the *judicis maris*. Monging to the Emperor of China, he has yet to show that by the municipal laws of China such a proved habit has created a right in him and his comrades which he could maintain in a Chinese court. That proof has not been forthcoming. And since the right must be proved by Chinese law, it follows that no principles of English law may be utilised to prove that by analogy or directly, a right existed under Chinese law.

The only other source of law available is public international law; but that governs the relation of nations inter se and is not a guide on questions affecting the relations of a sovereign and his subject, which are regulated by municipal law.

Notwithstanding however, that the defendant has no cause to complain of an expropriation, I consider that the Convention, may be that, since 1st July, 1890, when the *locus in quo* became a portion of the leased territorial land and waters of Her Majesty the Queen, the defendant has, as a subject of Her Majesty, acquired certain rights of which the lease of the 20th December, 1890, deprived him.

The rights of sovereignty and subject respect of the newly required territorial water may be said briefly to be that the Crown has the right of ownership in such waters and the title of such waters subject to the public right of navigation and anchoring in them; and that the Crown has also the rights of fishing, subject to a right of common fishery in the subject.

It is contended for the defendant that not that right of navigation or of anchorage have been infringed but that the right of a common fishery has been infringed, because such right carried with it a right to the bottom of the sandbank therefore to the contents of that bottom. That however was a mere statement of counsel unsupported by authority. There are several reasons against this view. First it is incontrovertible that the *fundus maris* in territorial waters invested absolutely in the Crown; this absolute ownership of the soil carries with it the absolute ownership of what is found on, in or under the soil; and I can find nothing to countenance the idea that the subject has, by common labor in any other way, a right to joint-ownership in the *fundus maris* or to participation in its products.

Next, the right of a common fishery enjoyed by the public is a fleeting liberty of fishery, with nets, hooks, &c., and is the right of fishing in the sea and public rivers open to all the public (see Hall on Seashore, pp. 50, 51, 52, 2nd edition).

Thirdly, the shells taken by the defendant were dead shells or the shells of fish destroyed by natural causes before capture. In the case of Bagot v. Orr, 5 B.R. 368, the Court, while laying down that *prima facie* every subject had a right to take fish upon the sea-shore, paused before it would establish a general right to take shells in the absence of authority to support a claim of a right to take shells. A *fiction*, it appears to me, should this Court pause before establishing, in the absence of supporting authority, a general right to take shells from the *fundus maris*. The distinction drawn between fish and shells is a clear one.

A common fishery, being a right to take fish in the sea and public rivers open to all the public, does not, therefore, in the light of Bagot v. Orr, include a right to take dead shells.

In my judgment, accordingly, defendant has failed to show either that he has been dispossessed of a right which he enjoyed prior to 1st July, 1890, or that he has been deprived of any right which accrued to him on and after that date. I am also of opinion that the Crown, as absolute owner of the *fundus maris* in question, was not prevented by any known rule of law from granting to the plaintiffs the rights conferred by the lease of 20th December, 1890.

I hold, therefore, that the plaintiffs are entitled to ten dollars as damages, and to their costs of the suit.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Mallia*, with the outward English mail, left Singapore on the 1st inst. and may be expected here at 6 a.m. on Friday, the 6th inst.

The C. P. R. Co.'s steamer *Tartar* will leave Vancouver about the 10th July, direct for Hongkong, where she may be expected about the 17th inst.

The C. P. R. steamer *Empress of India* arrived at Shanghai at 2 p.m. on the 30th June, and left again at 10.30 a.m. same day for Nagasaki, where she was due to arrive at 8 a.m. on Friday, the 2nd July.

The *Empress of India* is bound for Nagasaki, where she was due to arrive at 8 a.m. on Friday, the 2nd July.

CORRESPONDENCE.

[WE DO NOT HOLD OURSELVES RESPONSIBLE FOR THE OPINIONS EXPRESSED BY OUR CORRESPONDENTS.]

THE FRENCH AT CANTON.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 29th June.

Sir.—I read in your issue of the 28th June the following under the heading of Canton:—

"A French boat is said to be coming up, but we are not very anxious for her, as the French and the missionaries are more likely to raise trouble than anything else."

I shall be much obliged if you will be so good as to request the writer of this impudent and incorrect statement to reveal his name, if he has the courage of his opinions. No gentleman can insist on maintaining his anonymity after allowing himself to make such statements publicly.

I am, &c.

A. G. DUFÉTRE,
Manager of Chanvin,
Chevalier & Co.

THE POPULATION OF SHANGHAI.

The recently completed census of foreign residents in Shanghai (exclusive of those living in the French Settlement) gives the following figures, with which may be compared those for 1895:

1895. 1895.
British ... 2,692 1,936
Portuguese ... 978 731
Japanese ... 734 250
American ... 582 328
German ... 525 314
Indian ... 293 118
French ... 176 138
Manila and Malay ... 157 32
Spanish ... 111 154
Hungarian ... 83 39
Danish ... 76 86
Swedish ... 63 46
Italian ... 60 83
Russian ... 47 28
Norwegian ... 45 33
Turkish ... 41 33
Dutch ... 37 13
Swiss ... 22 21
Belgian ... 28 21
Various ... 28 21
Total ... 6,774 4,824

Total ... 6,774 4,824

The preponderance of British subjects in Shanghai remains, therefore, as great as ever it was. In 1870 there were 834 British subjects, 235 Americans, 138 Germans, 48 Spaniards, and 16 French, no other nationality running into double figures.

NOTICE.

THE TRADE OF BANGKOK FOR 1899.

The Customs Returns for last year show the following figures compared with those for 1898:

NEW ADVERTISEMENTS

IMPERIAL KWANTUNG LOAN OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL (TENTH PERIOD).

NOTICE is hereby given that the WARRANTS for INTEREST on and RE-PAYMENT of PART PRINCIPAL of the BONDS of the IMPERIAL KWANTUNG LOAN of 1894 will be ready for issue on the 6th JULY, 1900, at the Office of the Imperial Maritime Customs, Canton.

PAUL H. KING,
Commissioner of Customs.
Custom House,
Canton, 2nd July, 1900.

1870

NOTICE TO MARINERS.

No. 350.

CHINA SEA.

SHANGHAI DISTRICT.

CHANGE IN CHARACTER OF GUTZLAFF LIGHT.

NOTICE is hereby given that the character of Gutzlaff Light has been changed: The new illuminating apparatus is Dioptric, Lightning-flashing of the Third Order, showing one white flash every five seconds.

The new Light-house stands on the eastern end of the summit of the island, 144 feet N. 77° E. magnetic from the Site of the old light; and the light, which is elevated 233 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles.

The tower is a steel structure, 25 feet high, with a total height, from the base to the lantern, of 463 feet.

The tower is painted white.

Approximate position:

Latitude. 30° 48' 37" N.

Longitude. 122° 10' 13" E.

By Order of the Inspector General of Customs.

A. M. BISBEE,
Coast Inspector.Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 27th June, 1900.

1869

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

A.

ON & CO.

1863

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT
(Taking Cargo at LONDON rates.)THE Company's Steamship
"DARDANUS."

Captain Steers, will be despatched as above on SATURDAY, the 7th July.

For Freight, apply to

BUTTERFIELD & SWIBB,
Agents.

Hongkong, 2nd July, 1900.

1670

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAMSUI.THE Company's Steamship
"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 8th July.

For Freight, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 2nd July, 1900.

1865

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—
The British Government's Attitude in China.

Affairs in North China.

The Defence of Hongkong.

The Stable Element in China.

An Interview with H.E. Li Hung-chang.

Hongkong Legislative Council.

Hongkong General Chamber of Commerce.

The Crisis in China.

The Proposed New Rifle Corps.

Changes in the Taung-li Yamen.

The Navigation of the Yangtze.

Canton.

Macao.

Kien-Yang.

Correspondence.

The South African War Fund.

Concert in Canton.

The Hongkong Electric Company, Ltd.

Hongkong Volunteer Corps.

Hongkong Rifle Association.

Subscription, \$12 per Annum, payable in Advance; postage, 32.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to address sent; including postage 34 cents each \$1 for three copies Cash.

Hongkong, 29th June, 1900.

1877

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL TO-NIGHT (MONDAY), the 2nd day at 8.30 for 9 P.M. precisely. Visiting brethren are cordially invited to attend.

Hongkong, 29th June, 1900.

1877

AMOY.

FOR SALE as a going concern, the "AMOY HOTEL" well furnished throughout.

Apply by Letter to—

HOTEL,

Care of Hongkong Daily Press Office.

Hongkong, 20th June, 1900.

1739

NOTICE.

THE UNDESIGNED, on behalf of myself and my wife, hereby give Notice I will NOT be RESPONSIBLE for any EBT contracted by a person passing under Name of Mrs. MOHDY, lately from Manila.

F. MELHUSHER,

Proprietor.

"CRESTION Hotel,"

Potting Street.

Hongkong, 28th June, 1900.

1874

AUCTIONS.



GOVERNMENT NOTIFICATION.

No. 321.

THIS following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 16th June, 1900.

[1832]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, at Shaukiwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Shau-ki-wan	Lot No. 329	N. 45' 0" R. 45' 6" E. 60' W. 22'	2,275	13	273

GOVERNMENT NOTIFICATION.

No. 322.

THIS following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3.15 P.M., are published for general information.

By Command.

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 16th June, 1900.

[1833]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Garden	Peak	N. 71' R. 77' E. 10' W. 3,615	5	181	

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY To be Sold (subject to a reserved Price) in TWO LOTS.

TO-MORROW (TUESDAY),

the 3rd day of July, 1900, at 11.30 A.M., on the PREMISES, by

MESSRS. HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th June, 1900.

[1834]

LOT No. 1.—THE VALUABLE MESSU-
AGE and PREMISES known as No. 8, UPPER LASCAW ROW, situate on a Portion of Section C of Inland Lot No. 251, intended to be Registered in the Land Office, as The Remaining Portion of Section C of Inland Lot No. 251, is held for the residue of a term of 75 years and for the further term of 924 years respectively, created by a Crown Lease and an Extension thereof.

The said Messuage is Let to a Monthly tenant at the very low Monthly Rental of \$18. The Crown Rent Payable in respect of the said Lot is \$6.94.

LOT No. 2.—THE VALUABLE MESSU-
AGE and PREMISES, known as No. 12, UP-
PER LASCAW Row, situate on a Portion of Section C of Inland Lot No. 251, intended to be Registered in the Land Office as Sub-section No. 2 of Section C of Inland Lot No. 251, is held for the residue of a term of 75 years and for the further term of 924 years respectively, created by the Crown Lease and an Extension thereof.

The said Messuage is Let to a Monthly tenant at the very low Monthly Rental of \$18. The Proportion of Crown Rent Payable is \$6.93.

For further particulars and conditions of Sale, apply to—

DENNYS & BOWLEY,

Solicitors for the Official Trustee,

or to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 26th June, 1900.

[1834]

PUBLIC AUCTION

OF

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction,

on

WEDNESDAY,

the 4th July, 1900, at 3.30 P.M., at his Sales Room, Dundell Street.

All that PIECE or PARCEL of GROUND,

Situate at the Peak, in the Colony of Hong-

kong, and Registered in the Land Office as

Ground Building Lot No. 59, having an area of

14,513 square feet, with the European Dwelling-

House known as

"BAHAR LODGE."

erected thereon. The Premises are held for

the Residue of the Term of 75 years from 2nd

1888, and is sold subject to the Yearly

R.R. of \$54, and to the existing tenancy

thereof.

For further particulars apply to—

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 28th June, 1900.

[1854]

AUCTION

ON VIEW FROM MONDAY, THE 2ND JULY,
TILL DATE OF SALE.

PUBLIC AUCTION.

THE Undersigned have been favoured with

instructions from HART BUCK, Esq., to

Sell by Public Auction,

on

WEDNESDAY,

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

AUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agt.-nt.HES & HOUGH,
actioners to the Government, and Share
and General Broker, corner Ice House
Street and Praya Central.EO. P. LAMMERT,
Auctioneer, Valuer, and Goods Broker,
Duddell Street.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

AG HOTEL,
148 and 150, Queen's Road Central.
Comfortable and Cheap.HE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

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DAILY PRESS' OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

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Printers, Booksellers and Account Book
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BUILDERS

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Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged. Estimates given.

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Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters. Dealers in Photographic
Requisites. Queen's Road.WATKINS, LTD. APOTHECARIES' HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

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FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japanese
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Fine Art, Japanese and Chinese Curios,
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Shanghai, Kobe, Yokohama.WONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

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Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

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THE COSMOPOLITAN HOUSE,
Breakfasts, Dinners, Wines, etc.,
with Meals; 34, Queen's Road.

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EBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers,
Low Prices; 37, 39, Wellington Street.WING HOP,
Ladies' Tailor, Dressmaker, Draper; 63,
Wellington Street.SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

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PERRY FLOUR COMPANY,
Marinian Millers, San Francisco.
Eastern Branch, Fiddler Street,
WILLIAM WHILEY, Manager.

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Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

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THE MUTUAL STORES,
Sub-agents Lipton, Ltd.,
8 and 10 D'Aguilar Street.
Provision and General Merchants.H. THE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguilar
Street.

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KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.IN LEVY HERMANOS,
Gold Merchants and Watchmakers, 40,
London Building, Queen's Road. Also
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LONDON &c., VIA PORTS OF CALL	BENGAL	Brit. str.	S. Burcham	P. & O. S. N. Co.	On 7th inst. at Noon.	
LONDON VIA SUZ CANAL	MENELAUS	Brit str.	Towell	BUTTERFIELD & SWIRE	On 10th inst.	
LONDON VIA SUZ CANAL	BENALDER	Brit str.	C. K. McIntosh	GIBB, LIVINGSTON & CO.	Or about 5th inst.	
LONDON VIA SUZ CANAL	STENTOR	Brit str.	Jackson	BUTTERFIELD & SWIRE	On 24th inst.	
LONDON VIA SUZ CANAL	PYRRHUS	Brit str.	Rouson	BUTTERFIELD & SWIRE	On 13th inst.	
LONDON VIA SUZ CANAL	CALCHAS	Brit str.	Gregory	BUTTERFIELD & SWIRE	On 7th Aug.	
LIVERPOOL DIRECT	ULYSSES	Brit str.	Brown	BUTTERFIELD & SWIRE	To-day.	
LIVERPOOL DIRECT	DARDANUS	Brit str.	Steeves	BUTTERFIELD & SWIRE	On 7th inst.	
BREMEN, VIA PORTS OF CALL	AYERN	Ger. str.	H. Bleeker	MELCHERS & CO.	On 12th inst. at Noon.	
MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Fren. str.	F. L. Cook, R.N.R.	MESSAGERIES MARITIMES	To-day, at 1 P.M.	
MARSEILLES & LONDON	MAGAZON	Brit str.	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	Quick despatch.	
MARSEILLES, &c., VIA SPORE, &c.	KAMAKURA MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.	
HAVRE & HAMBURG	WITTENBERG	Ger. str.	Hempel	CARLOWITZ & CO.	On or about 17th inst.	
HAVRE & HAMBURG	SAVOIA	Ger. str.	Jager	CARLOWITZ & CO.	On or about 7th Aug.	
HAVRE & HAMBURG	ALESSIA	Ger. str.	Knuth	CARLOWITZ & CO.	On or about 24th inst.	
NEW YORK VIA SUZ CANAL	ALBENGIA	Ger. str.	Petersen	CARLOWITZ & CO.	On or about 15th inst.	
NEW YORK	ACARA	Brit str.		SHEWAN, TOME & CO.	To-morrow.	
VICTORIA, B.C., & TACOMA V. AMOY, &c.	ETTRICKDALE	Amer. ship.		DODWELL & CO., LIMITED	End of July.	
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	I. SCHEPP	Brit str.		SIEMENS & CO.	To-morrow.	
VANCOUVER VIA SHANGHAI, &c.	GLENOGLE	Brit str.			On 14th inst. at 4 P.M.	
PORTLAND, OREGON, &c.	KINSHU MARU	Jap. str.			On 18th inst.	
SAN FRANCISCO VIA SHANGHAI, &c.	ARGYLL	Brit str.			On 4th inst.	
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amer. str.			On 5th inst. at Noon.	
SAN DIEGO, &c., VIA KOBE, &c.	GAEIC	Brit str.			On 14th inst. at Noon.	
AUSTRALIAN PORTS	HONGKONG MARU	Jap. str.			On 21st inst. at Noon.	
YOKOHAMA, VIA NAGASAKI & KOBE	THYRA	Brit str.			On 21st inst. at 4 P.M.	
KOBE & YOKOHAMA	ROHILAH	Brit str.			On 14th inst. at 4 P.M.	
MOJI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.			On 15th inst. at Daylight.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.			On 16th inst.	
SHANGHAI	TONKIN	Fren. str.			On or about 2nd inst.	
SWATOW, AMOY & TAIWANFOO	BANCA	Brit str.			To-day.	
SWATOW, AMOY & TAMSUX	MAITA	Brit str.			On or about 6th inst.	
MANILA	KALOAN	Brit str.			To-day, at 4 P.M.	
MANILA	ANPING MARU	Jap. str.			On 11th inst. at Daylight.	
SINGAPORE, PENANG & BOMBAY	MAIDZUERU MARU	Jap. str.			On 8th inst. at Daylight.	
SINGAPORE, SAMARANG & SURABAYA	SUNGKIAN	Brit str.			To-morrow, at 4 P.M.	
COLOMBO, HAVRE, B'HAVEN & HAMBURG	CHINTU	Jap. str.			On 14th inst. at 4 P.M.	
	LOONGSAM	Brit str.			On 15th inst. at Noon.	
	PIAGNO	Ital. str.			On 3rd inst. at Noon.	
	ONSANG	Brit str.			To-morrow, at 3 P.M.	
	SAMBIA	Ger. str.			To-morrow.	

SHIPPING.

VESSELS ON THE BERTH

ARRIVALS.
June 30, SULLIVAN, Gorman str., 782, Jenson, Clefco 22nd June, General.—SHEPSEN & CO.
June 30, KWANGSE, British str., 1,240, Harris, Canton 29th June, General.—BUTTERFIELD & SWIRE.

June 30, KACHIDATE MARU, Japanese steamer, 3,000, S. Fujiki, Moji 24th June, Coal.—MITSUI BUSSAN KAISHA.
June 30, ELSE, German steamer, 900, Petersen, Canton 29th June, General.—CHINESE.
June 30, PRUMGUTH, British steamer, 1,126, Fowler, Moji 25th June, Coal.—ORDER.
June 30, PRINCETON, U.S. packet, 1,000, Harry Knox, Manila 20th June.
June 30, LAOS, French str., 2,331, Flaudin, Shanghai 28th June, Mails and General—MESSAGERIES MARITIMES.

June 30, ARMENIA, Gorman str., 3,469, T. Ostermann, Amoy 29th June, General.—CARLOWITZ & CO.

July 1, CHI YUEN, American str., 1,777, Wm. Jamison, Shanghai 26th June, General.—CHINESE.

July 1, TAICHOH, Gorman str., 862, H. Bractor, Bangkok 22nd June, Rice—CHINESE.

July 1, KINSHU MARU, Japanese str., 2,889, F. Horton, Moji 20th June, Flour, Cotton, Beer and Cunes.—NIPPON YUSEN KAISHA.

July 1, LOONGWOOD, German str., 1,245, Schulz, Shanghai 25th June, General.—SHEPSEN & CO.

July 1, PIEMONTE, German str., 832, Grandi, Nowchwing 23rd June, General.—SHEPSEN & CO.

July 1, ULYSSES, British str., 2,231, R. J. Brown, Hongkong, 19th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI.

Egypt, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at 1 P.M., the Company's Steamship "LAOS," Captain, Flaudin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES and the ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles, for the principal places of Europe.

Shipping Orders will be granted till Noon.

The attention of Passengers is directed to the very cheap rate offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table, DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Rail-road travelling is second to none on the American Continent; two trans-continental train daily from Tacoma; Dining Car is attached to trans-continental trains day and night;

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the KLOFTEY GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DTRA. and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.

This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rate of Passage to other Points on application.

A Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 24th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking cargo at LONDON rates.

THE Company's Steamship

"ULYSSES."

Captain Brown, will be despatched as above

TO-DAY, the 2nd July, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 30th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KALGAN."

Captain Laver, will be despatched as above

TO-DAY, the 2nd July, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 24th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TONKIN."

will be despatched as above on or about

MONDAY, the 2nd July.

For Freight or Passage, apply to

G. DE CHAMPEAUX.

Agent.

Hongkong, 26th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SURABAYA.

THE Company's Steamship

"ONSANG."

Captain Young, will be despatched as above

TO-MORROW, 3rd July, at 3 P.M.

For Freight, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 29th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain Moore, will be despatched as above

TO-MORROW, the 3rd July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

SELS ON THE BERTH.

NEW YORK VIA SUEZ CANAL
Steamship

"ETTRICKDALE" will be despatched for the above port TONIGHT, the 3rd July, and will be followed by this Company.

"AFGHANISTAN" 15th July, and

"SIKH."

Agents. DODWELL & CO., LTD.

Hongkong, 29th June, 1900. [14]

LIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE HFSN, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO AND INLAND SEA OF JAPAN AND HONOLULU.

KING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"THYRA" 3,812 Tons July 4 P.M. 4th

"CARLISLE CITY" About 20th Aug.

"STRATHOKE" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU on WEDNESDAY, the 4th July at 4 P.M.

through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same day. All parcels should be marked to address full. Value of same is required.

Passenger's holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

BUTTERFIELD & SWIRE Agents.

Hongkong, China and Japan, 14

Hongkong, 29th June, 1900.

E PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

ROUGH BILLS OF LADING ISSUED FOR ATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship.

BENGAL.

In S. Barcham, carrying Her Majesty's will be despatched from this port for Bombay TUESDAY, the 7th July, 1900, at NOON, passengers and cargo for the above ports and Valuables, all cargo for France, and

WC London (under arrangement) will be loaded at Colombo into a steamer proceeding to Mersille and London; other WC London, &c., will be conveyed via with trampship.

will be received at this Office until

y before sailing. The contents and packages are required.

are particularly requested to note and conditions of the Company's Bills

Further particulars apply to

A. M. MAESHELL Acting Superintendent.

Hongkong, 25th June, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship.

"ANPING MARU."

Captain I. Sato, will be despatched for the 11th day, ports on WEDNESDAY, the 11th day, at DAYLIGHT.

Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA Agents.

Hongkong, 27th June, 1900. 14

HINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"CHINGTU."

Captain Williams, will be despatched as above SATURDAY, the 13th July, at 4 P.M. The attention of Passengers is directed to Superior Accommodation offered by this Company. First Class Saloon is situated forward of the Engines.

Fully qualified Surgeon is carried and the ship is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE Agents.

Hongkong, 16th June, 1900. 15

A NAVIGATION COMPANY, LIMITED.

OF QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHINGTU."

Captain Williams, will be despatched as above SATURDAY, the 13th July, at 4 P.M. The attention of Passengers is directed to Superior Accommodation offered by this Company.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

THE Company's Steamship "GAEVIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th July, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers and to the principal cities of the United States or Canada. Rates are particular of the various routes may be obtained upon application.

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Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers

POST-OFFICE NOTICES.

The Tonkin, with the French Mail of the 1st instant, left Saigon on Friday, the 29th instant, at 1 p.m., and may be expected here on or about Monday, the 2nd proximo. This packet brings replies to letters despatched from Hongkong on the 28th April.

The Gothic, with the American Mail, left Yokohama on Tuesday, the 26th instant, at daylight, and may be expected here on or about Tuesday, the 3rd proximo.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
EUROPE, &c. INDIA VIA TUTICORIN	MAILS	Monday, 2nd July
(Late Letters 10.10 to 10.30 p.m. Extra Postage 10 cents)		Circumstances..... 9.00 A.M.
		Registration..... 11.00 A.M.
		Papers..... 11.30 A.M.
		(Registration, with late fee of 10 cents up to 11.45 A.M.)
		Letters..... Noon.
Macao.....		Monday, 2 July, 0.45 P.M.
Shanghai.....		Monday, 2 July, 3.00 P.M.
Vladivostock.....		Monday, 2 July, 3.00 P.M.
Singapore.....		Monday, 2 July, 3.00 P.M.
Samshui and Wuchow.....		Monday, 2 July, 4.00 P.M.
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma, Singapore, Samarang and Sourabaya.....		Tues., 3rd July, 11.00 A.M.
Manila.....		Tues., 3rd July, 2.00 P.M.
Moji, Kobe, Yokohama and Portland, Oregon, and San Francisco.....		Tues., 3rd July, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, San Diego and Manila.....		Wednes., 4 July, 3.00 P.M.
Thyra.....		Wednes., 4 July, 4.00 P.M.
Loonggang.....		Thurs., 5th July, 3 P.M.
AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
CITY OF PEKING		Letters..... 11.00 A.M.
Manila, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	BAYERN	Thurs., 12th July
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	CHINGTU	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)	EMPEROR OF JAPAN	Letters..... 11.00 A.M.

TO-DAY

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Tonkin*, with the next French mail, left Saigon at 1 p.m. on the 29th ult. for this port and is expected here to-day.

THE ENGLISH MAIL.

The P. O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *König Albert*, carrying the German mails with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 9th instant.

THE AMERICAN MAIL.

The O. & O. steamer *Gaelic*, with Mails, &c., from San Francisco to the 6th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 26th ult., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th ult.

The P. M. steamer *China*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd ult.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 18th ult., for Hongkong via usual ports of call.

MERCHANT STEAMERS.

The O. S. S. steamer *Sarpedon* left Singapore on the 27th ult., and is due in Hongkong on the 2nd instant.

The "Shire" Line steamer *Mertoneshire*, from Middlebrough and London, left Singapore on the 26th ult., and is due here on or about the 2nd instant.

The N. G. I. steamer *Bisagio* left Singapore for this port on the 27th ult., and is due here on or about the 3rd instant.

The steamer *Socota*, from Hamburg, left Singapore for this port on the 25th ult., and may be expected here on or about the 3rd instant.

The N. Y. K. steamer *Kanagawa Maru* (Europe Line) left Singapore for this port on the 24th ult., and is expected to arrive here on the 4th instant.

The steamer *Verone* left Suez on the 7th ult., and is expected here on or about the 7th instant.

The China Mutual steamer *Tenkuai*, from Glasgow and Liverpool, is due at this port on the 22nd instant.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 24th ult.

The "Baa" Line steamer *Bengloe*, from London and Antwerp, left Singapore on the 25th ult. for this port.

The P. & O. steamer *Pekia* left Singapore for this port on the 26th ult., at 6 a.m.

The steamer *Macedonia*, from Middlesbrough and London, left Singapore for this port on the 26th ult.

The N. P. steamer *Adriatic* left Singapore for this port on the 26th ult., and is due here on or about the 3rd instant.

The steamer *Verone* left Suez on the 7th ult., and is expected here on or about the 7th instant.

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